

INTRODUCTION

The following Historic Structures Survey/Determination of Eligibility Report presents a discussion of the results of a cultural resource survey conducted as part of the S.R. 54 Planning Study. The western terminus of the proposed project area lies at the junction of S.R. 54 and Old Mill Bridge Road (Road 381); the eastern terminus of the proposed project area lies approximately 1.6 miles east at the intersection of Keenwick Road (Road 5C) in Baltimore Hundred, Sussex County, Delaware (*See Figure 1*).

Project Description

The current typical section of roadway consists of one 11-foot travel lane and 0- to 8-foot shoulders in each direction. The proposed roadway section will include a 14 foot two-way center-turn lane, one 12 foot travel lane in each direction, an 8 foot shoulder in each direction, curbing on both sides of the road (closed drainage), a 3 foot grass buffer on each side of the road, and a 5 foot sidewalk on each side of the road. To accomplish this section, minor widening and right-of-way acquisitions are required. It is anticipated that the existing pavement will be overlaid. New pavement will be added to account for the center turn lane. Improved delineation and channelization of commercial access points is proposed. In addition to the sidewalk, crosswalks are proposed at all signalized intersections to accommodate pedestrian traffic. The eight-foot shoulder is proposed along the length of the project for use by bicyclists and a five foot striped bicycle lane will be maintained through the project intersections. Existing right turn lanes into subdivision streets will be maintained. A right turn lane is proposed on Route 54 at River Run. The entrance plans of the Refuge at Dirickson Creek and Swann Cove have been coordinated with the respective developers, to ensure compatibility with the proposed S.R. 54 Planning Study improvements. Additional coordination may be required as these developments (and others) proceed through design into construction. Based on the preliminary plan submission, one (1) storm water management pond is being proposed.



— Area of Potential Effect

Assawoman Bay, MD-DE Quadrangle



N

0 2000 4000 Feet

Figure 1

Environmental Setting

The S.R. 54 Planning Study project area is located in Baltimore Hundred in southeastern Sussex County, Delaware. The project area falls within the Coastal Bay physiographic zone of Delaware's Lower Coastal Plain. Situated south and east of Indian River and Assawoman Bay, respectively, the project area stretches across a gently rolling to nearly level plain. From west to east, the project area crosses Dirickson Neck.

Most of the undeveloped land within the project area consists of the peripheries of lawn and yard areas of assorted residential and commercial properties that flank both sides of S.R. 54. Other landscapes along the project corridor include an occasional wooded lot or agricultural field.

The roadside edges of a few wetland settings are also present within the project area. While most of the natural waterways in the general region have been drastically altered by re-routing and ditching conducted as part of past land improvement activities, a few seemingly natural courses can still be found in the vicinity of the project area.

Soils within the project area are of the Evesboro-Rumford association and consist of assorted sands and sandy loams (USDA and DAES 1974). Generally, soils in this association are considered to be excessively-drained to somewhat excessively-drained. Most of the soils found within the project area are either greyish-brown sand/sandy loams from the Evesboro soil series (EvA) or yellowish-brown sands/sandy loams of the Rumford (RuA) series, the two predominant types of the Evesboro-Rumford association. In some places, the project area also includes some of the lesser soil types of the Evesboro-Rumford association such as Fallsington (Fa) and Klej (Kl) as well as small pockets of Woodstown (Wo) soils, all of which are considered to be less well-drained than Evesboro and Rumford soils. While Woodstown soils are considered to be moderately well-drained, both Fallsington and Klej soils are characterized as poorly-to moderately drained (USDA and DAES 1974).

Purpose of Cultural Resource Survey

Based on the results of a preliminary cultural resource sensitivity assessment conducted as part of project scoping efforts by McCormick, Taylor and Associates, Inc., it was concluded that the S.R. 54 Area of Potential Effect (APE) had the potential for containing both historic architectural and archaeological resources. Consequently, a cultural resource field survey was conducted for the project area in Winter 2002/2003.

The primary goal of the cultural resource survey was to locate, identify, and provide preliminary evaluations of cultural resources, both historic architectural and archaeological, that may be eligible for the National Register of Historic Places (NRHP) and that may be affected by the proposed S.R. 54 Planning Study.

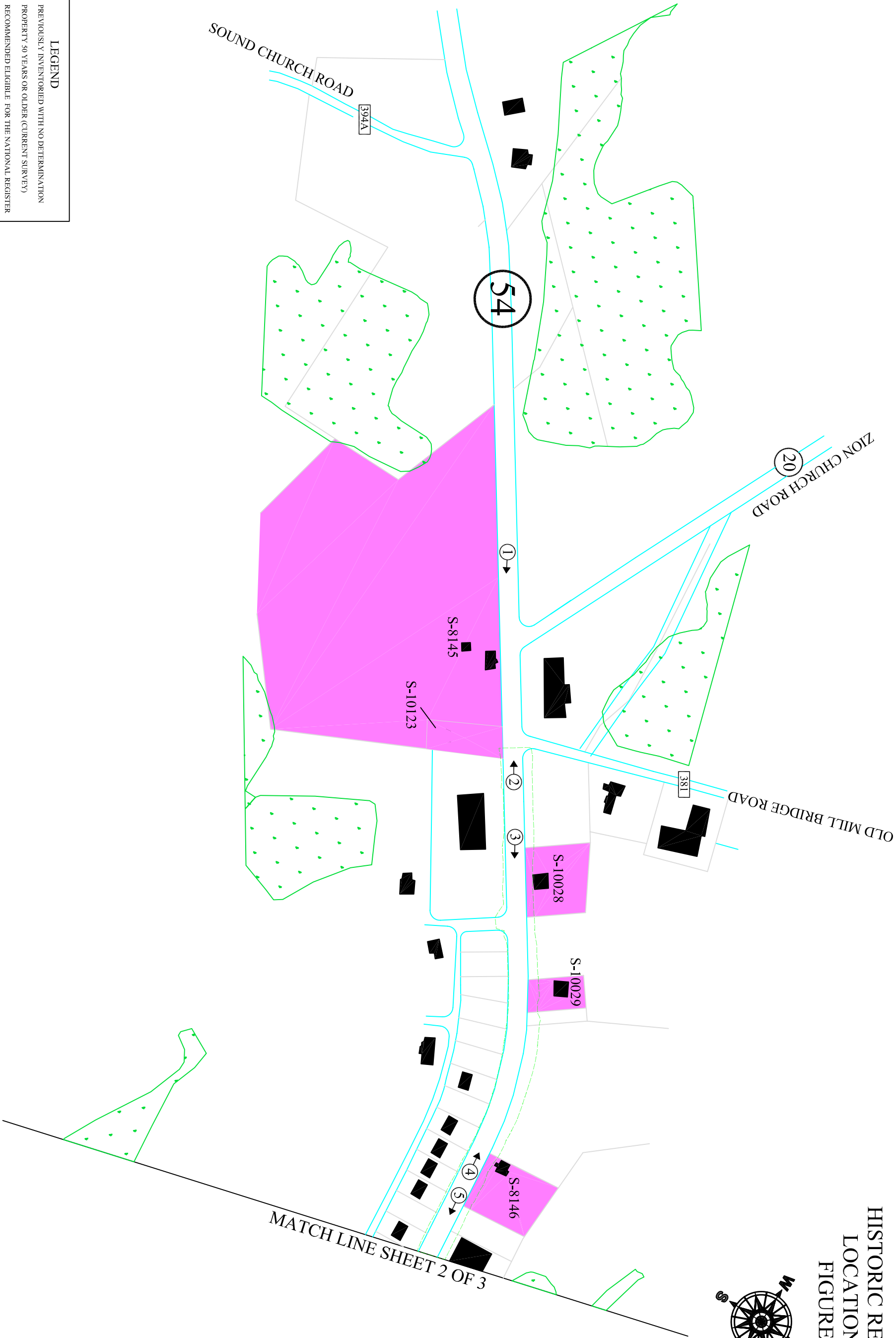
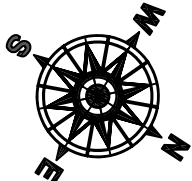
Pursuant to 36 CFR 800.4(a)(1), in conjunction with representatives from the Delaware Department of Transportation (DelDOT) and the Delaware State Historic Preservation Office (DE SHPO), the project's APE was established based on the current design scheme. For historic resources, the APE included all above-ground resources within visual and audible range of the proposed project. All buildings and structures on the properties that border any project activities were considered to be within the APE. For the purposes of the archaeological survey, the APE was determined to consist of lands within the Proposed Right-of-Way where proposed work would result in a disturbance of existing lands surfaces.

The cultural resource survey of the S.R. 54 Planning Study was conducted in Winter 2002/2003 by McCormick, Taylor and Associates, Inc. for DelDOT and the Federal Highway Administration (FHWA) in compliance with the mandates of Section 106 of the National Historic Preservation Act of 1966, Section 106 and Section 110, as amended; implementing regulations 36 CFR Part 800; the Federal Highway Act of 1966, as amended; Section 1019(b)(4) of the National Environmental Policy Act (NEPA) of 1969; and Section 1(3) and 2(b) of Executive Order 11593. The cultural resource survey was undertaken in consultation with DelDOT and DESHPO and performed in accordance with the protocols established by DelDOT, the DESHPO *Guidelines for Architectural and Archaeological Surveys* (1993), and the Secretary of the Interior's Standards and Guidelines. DelDOT and the Federal Highway Administration (FHWA) provided funding for the cultural resource survey.

Project Area Photographs

The following color photographs (*See Figure 2 and Photographs 1-13*) were taken in Summer 2003 within the S.R. 54 Area of Potential Effect (APE) along the existing Route 54. These photographs give an overall view of the area and illustrate the general character of Route 54 from Old Mill Bridge Road to Keenwick Road.

HISTORIC RESOURCE
LOCATION MAP
FIGURE 2A



LEGEND

| | |
|--|--|
| | PREVIOUSLY INVENTORIED WITH NO DETERMINATION |
| | PROPERTY 50 YEARS OR OLDER (CURRENT SURVEY) |
| | RECOMMENDED ELIGIBLE FOR THE NATIONAL REGISTER |
| | WETLANDS (DNREC) |
| | STRUCTURE |
| | EXISTING RIGHT-OF-WAY (50 FT) |
| | PROPERTY LINE |
| | AREA OF POTENTIAL EFFECT |
| | PHOTO LOCATION |



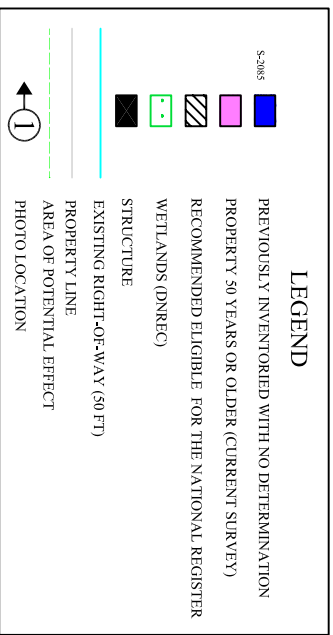
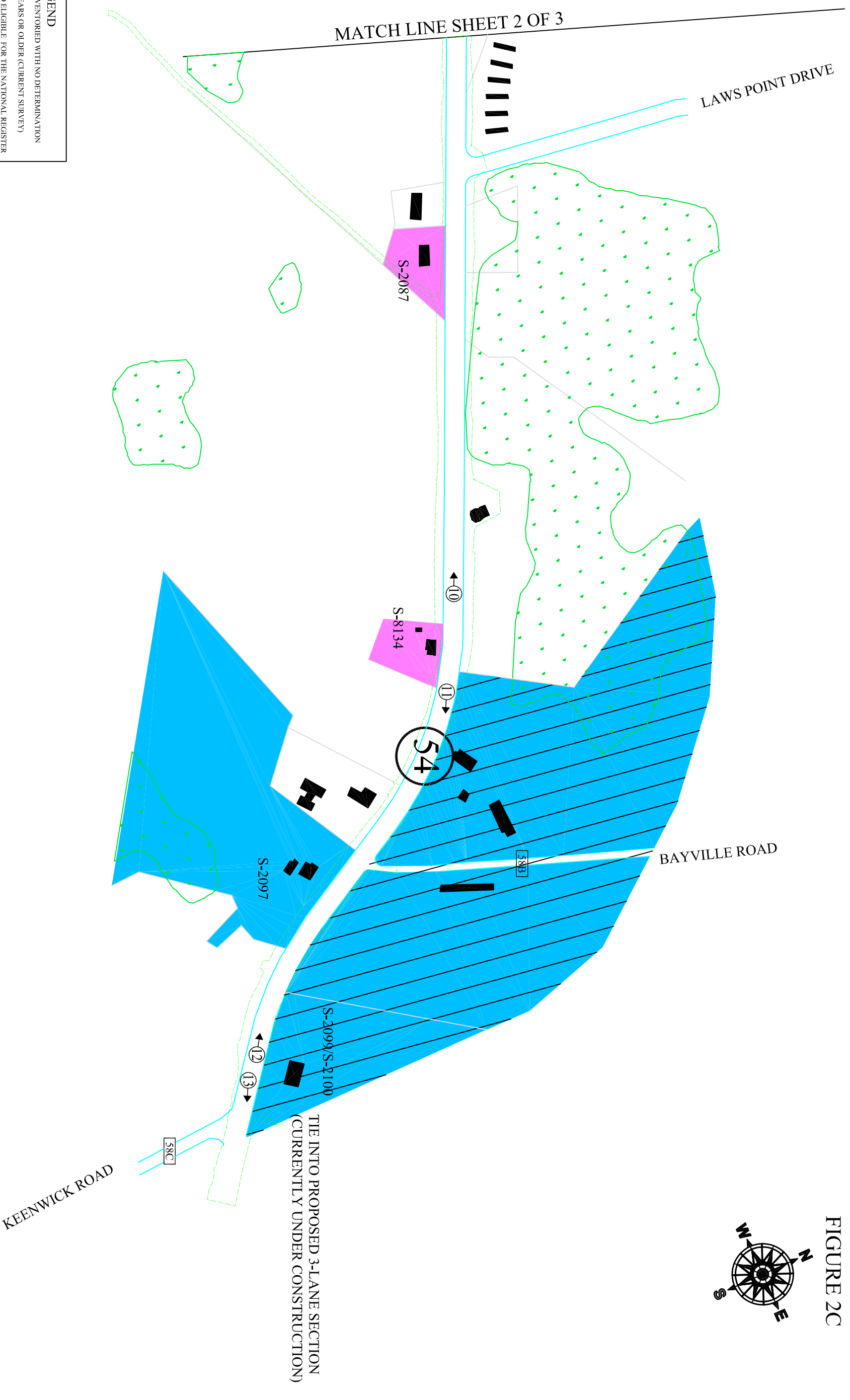
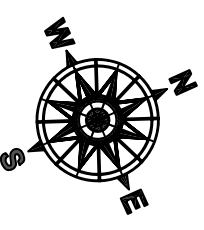










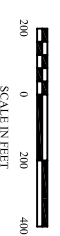


FIGURE 2C



LEGEND

-  5-2005
-  PREVIOUSLY INVENTORIED WITH NO DETERMINATION
-  PROPERTY 50 YEARS OR OLDER (CURRENT SURVEY)
-  RECOMMENDED ELIGIBLE FOR THE NATIONAL REGISTER
-  WETLANDS (DNREC)
-  STRUCTURE
-  EXISTING RIGHT-OF-WAY (50 FT)
-  PROPERTY LINE
-  AREA OF POTENTIAL EFFECT
-  PHOTO LOCATION





Photograph 1: Route 54, facing east toward Zion Church Road Intersection and Old Mill Bridge Road Intersection (western terminus of APE).



Photograph 2: Route 54, facing west toward Old Mill Bridge Road intersection (western terminus of APE)



Photograph 3: Route 54, facing east near the intersection with Bluewater Run. Note S-10028 (left side of photo) and S-8146 (background). S-10029 is obscured by the trees.



Photograph 4: Route 54, facing west in front of S-8146. Note S-10029 in background.



Photograph 5: Route 54, facing east in front of S-8146 toward Casual Design Furniture Store.



Photograph 6: Route 54, facing northwest toward S-8147. Note the resource has been completely remodeled and is used as an office for the subdivision being constructed to its north.



Photograph 7: Route 54, facing east toward the car wash west of the Gray Property (S-8148).



Photograph 8: Route 54, facing west toward the Gray Property (obscured by trees). Note S-8150 in the right foreground.



Photograph 9: Route 54, facing east at the intersection of Teaberry Circle toward the entrance to Swann Keys Subdivision.



Photograph 10: Route 54, facing west near S-8134 toward intersection of Laws Point Drive.



Photograph 11: Route 54, facing east near the Adkins Property (S-2100 – bungalow).



Photograph 12: Route 54, facing west near Keenwick Road (eastern terminus of APE). Note the Adkins Property to the right (S-2099 – colonial revival house) and S-2097 to the left.



Photograph 13: Route 54, facing east near the Adkins Property (S-099 – colonial revival house) toward Keenwick Road (eastern terminus of APE).